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CENTRAL INTELLIGENCE AGENCY

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COUNTRY	USSR (Black Sea)	REPORT	
SUBJECT	Port of Tuapse	DATE DISTR. 14 November	· 1955
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tion post were plan Ever tin, load	cleum pier. Since the ship wing officer insisted on compl quickly begun, but the loader sections. On 26 February, whi ared out of the port. It lay ons, until 28 February. Then rch. and did not proceed to in the captain semuch earlier, but the metic poned the loading from day to acting in obedience to order of exports, rather than attempt afternoon at 1700 hours, the telephoned Moscow, until find the cargo was put aboard slowers.	at the inner harbor and berthed at the mas to load refined products (diesel cil), the ete cleanliness of the tanks. This process were not satisfied, even after several the the crew was busy cleaning, the ship was hove-to, because of the adverse sea containt anchored in the outer harbor until the berth until the next day. Loading, was completed insisted on beginning loading operations inspections made by the loaders of day. It is from Moscow concerning the distribution mpting to meet high technical standards. The loading officer, Vasiliy Viktor Konstanally he was granted permission to begin owly, over a period of eight days	25X1 25X1 25X 25X1 25X1 25X1
3. Durivess. from cons a la: cause aboar office	mg the waiting period in the sel kept ship under close aboard. During the day tant watch. One afternoon the rege ray and hoisted it aboard e of the size of the fish. The rd when a motor patrol boat becer was rather excited, but he true nature of the situation.	outer harbor, a coast guard motor patrol r surveillance, during the hours of darkness, ylight hours also, the ship was probably und	25X1 er 25X1 25X
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-2-25X1 4. In regard to the port chart. the western breakwater was connected with the southern breakwater, so there was only one approach to the shore. The curved eastern breakwater was equipped with bitts, as far as the end of the curved pier which was its continuation. The curved breakwater was used for tier berthing of merchant ships waiting to transfer cargo. Harbor craft and a few small naval vessels also berthed here. The curved pier was served by railroad tracks which connected with the main railroad line. On the pier there were four cranes; eath had a retractable (sic) lib. The pier was used by passenger liners on a tri-weekly schedule and by dry-cargo ships. Three Soviet ships of 4,000-5,000 tons each were observed unloading ore from Bulgaria. The railroad cars moved out to the sea end of the pier; they were loaded by the loading devices on the pier. There was a small sawmill between the shore end of the curved pier and the shore end of the petroleum pier. The petroleum pier was constructed of reinforced concrete piling. The piling was fastened lengthwise by two large reinforced concrete beams, on which rested the concrete slabs forming the surface of the pier. The concrete beams were protected by large wooden bumpers. The pier carried pipes, each of which had a diameter of not less than ten inches. The pipes connected the pier with the refinery and storage tanks. At each of the pier's four berths there were between seven and ten outlets handling various types of liquid fuel. The four berths could handle four large tankers. The berths were occupied by several Soviet tankers. Various other Soviet steamships bunkered here. Work continued 24 hours a day at the small repair yard northwest of the petroleum pier. On the slip there were some fishing vessels, a tugboat, and other local craft. There were no naval units on the slip. Ship maneuvering in the port was done without the help of tugs and under the sole guidance of the harbor pilots, who were men of rare professional ability. Immediately north of the shore end of the petroleum pier, a four-story structure, probably an office building, was under construction. 25X1 the shipyard situated east of the pier lacing the harbor entrance. Upon the arrival of ship, several naval units were in port. These vessels remained at Tuapse except for short periods 25X1 of absence. There were four submarines, One was about 500 tons and had a gun forward of the conning tower, double periscope, and stays forward and aft. The other three submarines each displaced about 1,000 tons. 25X1 the waterline length of each submarine was not less than ou-70 meters. The rivet work indicated that the vessels were of recent con-25X1 struction. They were very streamlined, with a truncated cone conning tower faired aft. They had no deck armament. Other details of these units were not observed. All four submarines were continually entering and leaving therharbor. Sometimes they were absent up to 48 hours. Upon returning they anchored in the western part of the harbor, off the pier located opposite the harbor entrance. The other naval vessels in the port were light surface craft. There were three ARTILLERIST-Class subchasers, and five vessels 25X1 ¹ The latter carried no torpedo tubes. These eight vessels often left and reentered the harbor. Upon their return to port, they moored in the same area of the port as did the submarines, atern to the curved breakwater. 25X1

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Searchlight unit the coast north	s, situated about ten kilometers apart, were observed along of Cape Kodosh (N 44-06, E 39-02) and south of Tuapse harbor.	
Except for sched railroad traffic	uled airliners, there was practically no air traffic. The along the coast south of the Tuapse River was considerable.	*
No military vehi pair. Many sold their uniforms w	cles were seen in town, except for a few trucks in poor reliers and sailors were in town. Their appearance was neat and were well made.	
m	artillery firing was heard from the area east of Tuapse.	
	the firing was being done by field artillery and not	
by coastal or na	·	
and the state of t	the petroleum loading company representative, Vasiliy in, whom everybody called Konstantin, probably was a naval	
officer. He had	gentlemanly manners and showed professional training and	
knowledge of tec	chnical matters.	
maritime agency	was represented by a certain Dmitriy	
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